



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H090608

Mode: Highway

Status: Submitted

I-85

From/Cross Street: Kivett Drive

Specific Improvement Type: 9 - Convert Grade Separation to Interchange

To:

Project Category: Division Needs

Length: 1

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$11,190,000

Description:

New interchange of I-85 and Kivett Drive

Division(s): Division 7

County(s): GUILFORD

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points: 0	Percent: 15% Points: 0

Division Needs Total Score: 36.05

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 7.97 Safety (10%) 94.58 [Travel Time] Benefit/Cost (20%) 0.00	Percent: 25% Points: 0	Percent: 25% Points: 100
Totals: Weight: 50% Weighted Score: 11.05		

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	45
Length (miles):	1
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	3
Roadway has Curb & Gutter?	No
Volume (AADT):	1899.16
Capacity:	15799.84
Volume/Capacity Ratio:	0.12
% Autos:	100%
% Trucks:	0%
Truck Volume:	0
Crash Density:	99.8
Crash Severity:	90.43
Critical Crash Rate:	93.55
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	2
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	22
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	91
Actual Congested Speed:	40
Travel Time Index:	1.13

Project Benefits

Project Cross-Section:	
Speed Limit:	45
Length (miles):	1
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
TerrainType:	Rolling
DOT Design Lane Width:	11
DOT Design Paved Shoulder Width:	0
Travel Time Savings for 30 Years (Total):	0
Travel Time Savings for 30 Years (Autos):	0
Travel Time Savings for 30 Years (Trucks):	0
Long-Term Employment:	
% Change in Economy:	
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	No
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 7

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT On!line tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact	Division Needs
Division 7	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
High Point Urban Area MPO	100%	0	100
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	100

Project Cost and Source

Construction Cost:	\$10,260,000	TIP Unit
Right-of-Way Cost:	\$930,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$11,190,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$11,190,000	